—SCIENCE—
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168

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VII. NO. 21. CLEVELAND, O., MAY 21, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The tug Record, Captain Bates, got away with barges yesterday evening.

One of the Standard Oil Company's scows is in Globe drydock for recalking and a new end.

At Smith's drydock the schooner I. N. Foster received some slight repairs; the Julia Willard got some repairs.

The schooner Montana, Captain D. Calhoun, took on a cargo of 600 tons of slack at Connotton Valley coal dock for Marine City freight 40 cents.

The rubber store, 176 Superior street, established 1867, has a full line of hose, packing, gaskets, etc., also oil and rubber clothing of the very best makes.

The propeller S. F. Hodge, Captain Campan, was the first arrival this season from Duluth. She discharged her cargo of flour and copper at Buffalo and was on her return with merchandise.

Captain J. W. Hall, our esteemed correspondent, resident at Detroit, perhaps the oldest marine reporter on the lakes, visited this port last Friday. He had a fine time recounting, with veteran sailors here, events on the lakes which occurred in 1837 and subsequently.

On Saturday last a libel was filed by J. W. Beidler & Company against the tug American Eagle on a claim for coal furnished the tug to the amount of $31.40. The tug was seized by the United States Marshal but was released the same day the owner paying the claim and costs in full.

Earl Bill, Esq., clerk of the United States district court, in this city, and for many years commissioner in admiralty at this port, has been lying dangerously ill at his residence for the past few weeks and has become so feeble that his death is a matter of only a few days and possibly a few hours.

The machinery of the old steamer George L. Dunlap arrived here on Friday on board of the propeller A. A. Turner. It was unloaded at the marble yard and taken to the Globe Iron Shipyard where it will go into the new sidewheel steamer under construction at that yard.

The steamyacht Twilight, which made an attempt to reach New Orleans last fall by canal, but which was frozen in at Circleville, 236 miles from Cleveland, arrived here Monday in charge of V. D. Nicholson. Much of her shine has been taken off by her exposure, and she is now at the Globe shipyard for necessary repairs. She will be ready for sea next Sunday.

The fine propeller W. L. Frost, Captain Shay, of Ward's Lake Superior line, was in port yesterday, the first time this season. She made the run from Buffalo, dock to dock, without extra effort in seventeen hours. She took on considerable freight at Captain J. H. Brett's yard for Lake Superior. She will take in a mate and pilot at Detroit.

The model and construction of the steamship J. H. Devereux having been pronounced perfect by experts in shipbuilding, it remains only for us to give the working of her machinery on her trial trip, which took place last Saturday, with an honorary crew of about two hundred people on board, all of whom were well pleased with the gallant ship, and the courteous Captain Thomas Wilford and Mate C. R. Cleveland. With Engineer Q. Miller in charge of the engine, the Devereux left the dock under a pressure of 70 pounds of steam, with the high pressure engine cutting off at 10 inches, and the low pressure engine cutting off at 14 inches. At this pressure and point of cut off the engine was making 74 revolutions a minute. After getting well out of the harbor the boiler pressure was increased to 85 pounds to the square inch, the high pressure engine was cut off at 12 inches and the low pressure engine at 16 inches, which increased the speed of the engine to 86 revolutions a minute. While the engine was being worked at this speed the speed of the ship was estimated at 10.88 miles an hour. Indicator diagrams were taken, showing the pressure on the piston to be very near that of the boiler; also showing the pressure on the receiver to be 7 pounds above the atmosphere, and a vacuum equal to 24¼ inches. After running out a distance of two or three miles the engine was slowed down in order to adjust the compasses, after which, it was started up at 80 revolutions a minute, and the steam steering gear was put to a severe test, the result being satisfactory to all. Upon the whole the trial trip was a complete success, and compliments were numerous. The greatest compliment, however, came from a lady, and evidently a lady of culture, who, while on her tour of inspection of the ship, found her way to the engine room, and after watching the engine for a long time was heard to remark, "Mechanics ought to wear crowns."

BAY CITY.

Special to the Marine Record.

The new steambarge Alexander Folsom, built by Frank W. Wheeler for Mitchell, Boutell & Co., was launched on the 16th inst. She is 180 feet long, 33 feet beam, 13½ hold, and has an engine 44x55. The engine was taken from the propeller Antelope. She leaves for Detroit in tow of the tug Music to receive her boiler, a twelve-foot shell, by fifteen feet long. She has a capacity of 600,000 feet of lumber, and cost $60,000. She will be commanded by the veteran Captain Chas. Y. Millard.

The propeller Yosemite has been thoroughly calked at Wheeler's boxes during the week.

The steamer St. Marie that has been in drydock here left Saturday for the Soo for the season's business.

The docks are full of lumber, and shippers will take advantage of the recent drop in freights which they have been waiting for. Had the barge men held together the rates could have been maintained, as a number of mills have no piling room and sooner than shut down the owners of lumber would have been compelled to ship at the old rates.

Captain Geo. King has fitted up the old Blanchard Tug line office on the dock, and can always be reached by telephone for the tug Geo. B. Dickson.

The schooner Star of the North brought up a load of coal for Young Brothers on her last trip.

One of the largest fleets on record arrived in the river on Saturday and Sunday nights, which undoubtedly was the cause of freights falling.

The steamship Siberia and consorts Polynesia left the river this noon, the former loaded with bulk salt and the latter with lumber, for Chicago.

Captain Robert Scott, of the propeller St. John, is making regular trips on the Caseville route.

Clarence Miller has been engaged as skipper for the tug T. M. Moore for the season.

The tug Natt Stickney, that had her engine compounded during the winter is at the yard nearly every Sunday, making little alterations. SHAW.

PORT ARTHUR.

The Daily Sentinel says: A writ has been issued in Toronto by the Owen Sound Steamship Company against the Canadian Pacific, claiming $40,000 damages for services and $150,000 damages for breach of contract. The Steamship Company claim that by the absorption of the Toronto, Grey & Bruce by the Canadian Pacific it lost freight for steamers for two seasons.

As the Kakabeka will be the first boat entered at Port Arthur port of registry, and is built new for Port Arthur service, would it not be a neat thing to present her with a set of colors?

MILWAUKEE.

Special to the Marine Record.

The steambarge D. W. Rust and consorts L. C. Butts and D. K. Clint, are insured as follows in the pool companies: Rust, $35,000; Butts, $14,000; Clint, $14,000. Their cargoes and freight lists are insured for about $16,000 in the Phœnix Company.

In a thick fog about ten miles off Grand Haven Friday night the steambarge Annie Laura light, from Chicago, struck the passenger steamer City of Milwaukee on the starboard bow, cutting into her upper works about three feet. The Laura was but slightly injured and made Muskegon. The Milwaukee was not detained. Her damage is about $1,000.

Wolf & Davidson have contracted to release the schooner Gypsy, ashore at North Bay, and the tug Leviathan was ordered from Cheboygan to the wreck. The Gypsy which went on the rocks in the fall of 1883 measures 131 tons, was built at Sheboygan by Londen in 1882 and is owned by Mr. Kelson of Sheboygan.

On account of everything being underway marine notes are not very plenty at present. The steambarge Maine put in here last Sunday night in a disabled condition. She was given new springs to her piston and got away for below the following day.

Thursday morning the tug Williams arrived here from Port Huron and left for below, towing the grain laden propeller Roanoke, bound for Buffalo. The boiler of the Roanoke has been condemned and she will be given a new one at Buffalo; the Maine gave up the contract to tow the Roanoke down after her own mishap.

The suit of the owners of the wrecked schooner Typo against the insurance companys who held risks on the vessel has at last been settled. The owners Albert and Louis Bleyer received the $12,000 insurance and $1,053 interest, while the companies take the vessel. The case is so well known that detail is unnecessary. She still lies at Oswego but will now be sold by the insurance companies.

The steambarge D. W. Rust and consorts L. C. Butts and D. K. Clint, owned by the Menominee Mining Company of this port went ashore at the west end of Beaver island on the morning of the 16th while bound down with ore. The tug Leviathan with a complete wrecking outfit and twenty extra men have gone to the rescue from Cheboygan. It is presumed that the vessels went ashore early in the morning during the thick smoky weather which has been prevalent at the foot of the lake for several days caused by the great forest fires which are raging around that section. Dense smoke is much worse than any fog and Captain Cowley is not the man to get ashore in ordinary weather.

The steamer City of Milwaukee arrived here the morning of the 16th with a large hole in her upper works on her starboard bow, the result of a collision with the steambarge Annie Laura. The Milwaukee left Grand Haven for this port at midnight Friday night. The weather was very misty, almost a fog. When the Milwaukee was about ten miles off Grand Haven a steambarge was seen to cross her bows about a half mile distant and she was not looked for again; shortly afterward the steambarge crashed into the Milwaukee's starboard bow a little forward of the paddle box. The Milwaukee was discovered to have a hole extending about three feet into her and about two feet wide, it was confined to her upper works, however, her iron hull not being touched, and when it was found that she was making no water, the fright incident to the collision was soon over. The steambarge was hailed for her name as she was getting away, but no reply came. The Milwaukee was put about and she soon overhauled the stranger, which was found to be the Annie Laura, bound light from Chicago for Muskegon. The Milwaukee went to Wolf & Davidson shipyard, for repairs.

It is reported that the tug Kitty Smoke is coming here from Muskegon to run in the opposition line in connection with the John Evenson. The Kitty is a very slippery boat and between her and the Evenson they will make the other tugs do some tall running.

Wolf & Davidson's shipyard is still in full blast and seems likely to continue so. They finished calking the decks of the Merrimac and Massachusetts last week.

The schooner Kate Winslow was towed in here this morning, the 17th, by the tug Union of Chicago, it seems there had been a mistake made in her bill of lading and she was sent to Chicago when her cargo was for this port, consequently she was towed from there here.

The schooner G. G. Houghton which was ashore on Hog Island reef, arrived here on Thursday to be docked. She got off on Sunday afternoon with the aid of a fish tug and her canvas, after fifty tons of coal had been jettisoned. Her own pumps kept her free.

The tug Welcome, which left here on Sunday with a wrecking outfit, is probably assisting the wrecking tug Leviathan at work on the steambarge Rust and consort Butts, stranded on Beaver Island.

The tug Welcome, with her wrecking outfit returned on Wednesday morning. Captain Thorpe reported that the steambarge D. W. Rust was released from Beaver Island during Monday night, and when he left was pulling on the Butts, while the Leviathan was dredging to her. The Rust takes the Clint down the lakes, and the Butts will be brought here.

The steambarge Leland, which was ashore near Charlevoix, was released on Tuesday. QUIGLEY.

FRANKFORT.

Special to the Marine Record.

The British bark Sylvester Neelon, of St. Catherines, came into port this morning to load hewn square timber for Canada; thence it is to be shipped to Liverpool for shipbuilding purposes. No doubt it will be used in constructing English war vessels in case of a war between England and Russia.

The tug Hall has gone to Leland to rescue the schooner G. Barber, that went ashore Sunday night.

A sailor on the schooner S. Neelon was badly hurt while loading timber.

The steamer F. M. Weston picked up the body of an unknown man floating in Lake Michigan near Herring Creek, and brought the body here. It is thought to be a sailor lost last fall.

W. W. Woodward has launched his pile driver and is busy at work at the docks, etc. BURMEISTER.

CHEBOYGAN.

Special to the Marrine Record.

The schooner Houghton, bound up, stranded on Hog Island reef on Saturday. The tug Welcome has gone to her release. She is coal laden from Buffalo to Milwaukee. She is owned by D. R. Bingham and Captain Jamison, her master.

The propeller Roanoke got hard aground on Graham's shoal last week.

KINGSTON.

Messrs. J. & J. F. Matthews, of Toronto, have purchased the schooner Emerald, from Captain Larkin, of St. Catharines. The latter captain had been a vessel owner for twenty years, and this was the last of his fleet.

The new steamer Rideau Belle, which is to ply on the Rideau canal, made her trip with about fifty pounds of steam on, and covered about nine miles in an hour. She runs very smoothly, and the owners are satisfied with her.

ELK RAPIDS.

The steambarge Leland, which ran ashore on Fisherman Island, Traverse Bay, in the dense smoke Saturday, arrived here with slight damages Monday morning.

Vesselmen

SHOULD HAVE

OUR MARINE LAW BOOK,

Containing all points of MARINE LAW as determined by the United States Courts

—ON—

Seamen, Owners,
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Collisions, Enrollments,
General Average, Common Carriers,
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The volumn is handsomely bound in stiff Board covers, and fine English cloth binding. Sent to any address postage paid for $1.00.

MARITIME LAW.

NEGLIGENCE OF PILOT ACTING AS MASTER—INJURY TO DECK HAND—OBSERVANCE OF RULES OF NAVIGATION—LIGHTS.

Circuit Court Southern District of New York, March 20, 1885.

In Admiralty

Owen Gray and Peter Cantine, for libelant Peckham & Tyler, for appellee.

Wallace, J. Upon the proofs it seems perfectly clear that both the Titan and the Hills were in fault for the collision by reason of which the libelant was injured. The collision took place about 7 o'clock in the evening of September 22, 1882, in the Hudson River about 1,000 feet out from the Jersey shore, somewhat above the Pavonia ferry slip. The tide was ebb running about three miles an hour; the wind was light, and the night was gray but fairly clear. The Titan was proceeding up the river bound for Hoboken, against the tide, at a speed of about four miles an hour, on a line with the westerly shore but heading in somewhat toward the shore, towing the float Mohawk, which was heavily loaded with two rows of railway cars, and was lashed to her starboard side. The float as lashed projected some 20 feet beyond the bow of the Titan, and had an umbrella or shed roof which sloped on each side to within about six inches of the top of the cars.

This umbrella obscured the green light on the starboard side of the Titan so that it did not show a uniform and unbroken light from right ahead to two points abaft the beam on the starboard side and there was no green light on the starboard side of the float. The Hills had left the New York side at Twenty-third street bound for Jersey City, light, and proceeded on her course down the river and heading to the westward at a speed of about 15 knots with the tide. She had no lookout, but her pilot, who was acting at the time as master, and was at the wheel in the pilot-house, saw the Titan when nearly half a mile away. He was able to see the vertical white lights of the Titan and the white light of the float, but he was unable to see the green light of the tug because it was obscured from view by the cars and the umbrella of the float. Not seeing the green light he assumed the tug and float were going down the river, and kept rapidly approaching them at full speed. Soon after seeing the tug and float he observed the ferry boat Gould, which had left her ferry at Hoboken and was coming by to the westward of the Titan about 150 feet away, and passed across the Titan's bow, but as he supposed across her stern. The Gould gave a signal of two whistles to the Hills and the Hills responded by a like signal. The Titan supposing the signal of the Hills in answer to the Gould was a signal to herself answered the Hills signal with two whistles, but the pilot of the Hills supposed these were a signal to the Gould. The Hills starboarded somewhat for the Gould and passed her on her port side a couple of hundred feet away, and then her pilot when within 100 feet of the Titan, still assuming that the Titan was going down the river and seeing that a collision with her was imminent, hard ported his wheel to go under her stern. The result was that the Hills came into collision with the bow of the float, and the shock was so severe that the libelant, who was on the Hills, was thrown down and his skull was fractured. The Hills could have avoided the collision with proper effort at the time she came abreast the Gould, being then about 100 yards away from the Titan. She maintained her full speed from the time her pilot first saw the Titan to the time of the collision.

If the pilot in charge of the Hills was warranted in assuming that the Titan was going down the river as he was overtaking and intending to pass her, he assumed the responsibility of passing her safely, and unless he allowed ample distance for the purpose, he was bound to slacken speed, and if need be to reverse in order to avoid collision. In this behalf it was his duty to maintain a diligent observation in order to govern himself as circumstances might require. Instead of doing this, he found his vessel within 100 feet of the Titan, bearing upon her float amid-ships, and sought to save a collision by the maneuver *in extremis* of hard porting his wheel. For a distance of nearly half a mile his view was unobscured, except for the brief interval when the Gould was between him and the Titan. Probably he relied upon his first observation when he concluded the Titan was going down the river, and relying upon this he permitted his attention to be distracted by watching the Gould. Undoubtedly the appearance of the Titan and her float with their vertical white lights apparently in a cluster, while the vessels were approaching each other, with no background by which to determine readily in which direction the lights were moving, and no green light to indicate that she was approaching, was well calculated to mislead the pilot of the Hills. But it seems impossible to believe that the real situation would not have been discovered if proper diligence had been exercised. The Hills should be held in fault for not having a lookout.

It is only when a lookout would have been of no service in guarding against a collision that his absence can be excused. The situation here was peculiarly one in which the observation and judgment of a lookout might have been useful. It was one of those doubtful situations in which different points of observation might suggest different conclusions and in which two men might form a different opinion from the same standpoint. There was enough in the rapidity with which the vessels were approaching each other to attract attention and suggest the probability that they were not going in the same direction. The Hills was also in fault for pursuing such a high rate of speed at night, and with the tide, upon waters customarily traversed by numerous vessels, when she was rapidly nearing a tow. The situation required a high degree of vigilance and circumspection, yet she disregarded every rule of prudent navigation in reliance upon an hypothesis which might be erroneous, and proved to be so. While ordinarily a vessel has a right to assume that another vessel is not derelict in the observance of the rules of navigation, this presumption is not to be carried so far as to exonerate her from ordinary precautions on her own part, or to excuse her from the consequences of a mistake, when by a slight exertion and without any peril to herself or to other vessels she could certainly avoid hazard. There was ample room, plenty of time, and no intervening obstacles in the way of perfect safety if the Hills had slackened speed while she was passing the Gould. After this, it was obvious that the danger of collision with the Titan was imminent, and she should have been stopped and reversed. Instead of doing this, the pilot took the chances of a manoeuver which could only be justified by the certainty that he was correct in supposing the Titan was going away from him.

The Titan was in fault for so locating her starboard light that it was not visible, as required by the rules. No doubt is entertained that it was obscured by the umbrella of the float and by the cars on the float forward of the place on the tug where it was located, so that it was not visible to the pilot of the Hills. The rule requiring lights may as will be disregarded altogether as to be only partially complied with, and in a way which fails to be of any real service in indicating to another vessel the position and course of the one carrying them.

The libelant was a deck hand upon the Hills, but was not at the time on duty, and had no part in her navigation. The pilot was in command. Within the case of Chicago, M. & St. P. Ry. Co. v. Ross, 5 Sup. Ct. Rep. 184, decided recently by the supreme court, he was not a fellow-servant of the libelant; and the latter is entitled to recover for the injuries he sustained by the collision against the Hills as well as the Titan. Treating the pilot as the master, he was responsible for the management and navigation of his vessel. He was negligent, in failing to have a lookout stationed where he ought to have been, and negligent otherwise. The collision was solely the result of his negligence, and the libelant had no part or lot in it.

The decree of the district court is affirmed, with interest and costs of the appeal.

COLLISION—ANCHORAGE—LIGHTS.

The case of William McGill, owner of the schooner Sunrise, against the steambarge Oscar Townsend, and the barge Edward Kelly, arising out of a collision in October, 1881, between the barge Edward Kelly, in tow of the Townsend, with the schooner Sunrise, and which was on appeal in the United States circuit court, from a decree in favor of the respondents by Judge Welker, of the United States district court, was decided by Circuit Judge Baxter.

Some years ago, while the schooner Sunrise was lying at anchor off the waterworks at Sarnia she was run down by the Townsend and Kelly, and was damaged to the extent of $4,000. Besides she lost nineteen days in making repairs, and a claim was entered for demurrage. Her libel set forth that she was anchored in a proper place, and had a good, clear anchor light in position, and, these being the facts, that it was the duty of the Townsend and her tow, or any other steam vessels to keep out of her way. The officers of the Townsend and Kelly claimed that the anchor light was dim and hardly visible, and that she was not anchored off the waterworks but abreast of Black river, in the pathway of tugs and tows crossing from Port Huron to Sarnia, downward bound, and also that she was so near the middle ground, which makes out from the mouth of Black river, that they had to pass on the Canadian side of the Sunrise. They said, too, that it was impossible, from the dim anchor light and failure to exhibit a torch on the vessel, to avoid her. Judge Welker, of the district court, found that the facts were as alleged by those on the tow, and he therefore dismissed the libel. On appeal, Judge Baxter, of the United States circuit court, reversed the decision of Judge Welker, and divided the damages on the grounds of mutual fault. This decision leaves the owner of the Kelly with only $2,500 to pay.

CODE OF SIGNALS.

In order that the code of signals for the Eighth and Ninth districts may be impressed on the minds of masters, pilots and engineers we reprint the circular, as follows:

Under the provisions of section 4405, Revised Statutes of the United States, the rule or code of signals published below have all the force of law, and a violation thereof would subject the party offending to the penalties provided in section 4499 and 4500 of the Revised Statutes of the United States. It is advised that a copy of this circular be kept posted in the engine room and pilot house of each steamer navigating the waters to which the rule applies. Copies will be supplied by the inspectors of the local districts, namely, at Detroit, Mich.; Chicago, Ill.; Milwaukee, Wis.; Port Huron, Grand Havan, and Marquette, Mich.; Buffalo, N. Y.; Cleveland, O., Oswego, N. Y., and Burlington, Vt.

1 Whistle or Bell.....Go ahead.
1 Whistle or Bell.....Stop.
2 Whistles or Bells.....Back.
3 Whistles or Bells.....Check.
1 Long Whistle or 4 Bells.....Strong.
1 Long Whistle or 4 Bells.....All right.

2 whistles or 2 bells, when the engine is working ahead, will always be a signal to stop and back strong.

JAS. A. DUMONT.
Supervising Inspector-General.

EL TEMPO.

Special Correspondence to the Marine Record:

FRANKFORT, Mich., May 8.

"To what base uses may we not come" a trueism which was brought forcibly to mind when we read the item in a Chicago paper, that the rotten hull of the old schooner El Tempo had been housed over and towed into the basin, where she is now riding at anchor to be used as a bumboat.

The El Tempo was built at Manitowoc, Wis., 1857 by Goodwin and was 165.91 gross tonnage. At that time she was considered one of the noblest and staunchest vessels that floated on Lake Michigan and was classed among the big brutes of those days. Occasionaly she would take a cargo of grain to Buffalo and carry package freight back. She continued at this until larger craft forced her out of the way and she became a lumber lugger. During her existence she has earned fortunes for several owners who now own large grain vessels and large barges built with the money the El Tempo earned as a starter. The first time the writer remembers seeing her was in 1863 when in trying to enter Manitowoc river (there was no harbor there then) she went up high and dry on the beach, but she was rescued shortly after.

As this craft seems like an old friend, it would have pleased us better to learn of her being towed out into the lake and sunk after a well spent existence than to be used as a bumboat in her old days.

CHARLES BURMEISTER.

A FORTUNE IN PINE.

Sibley & Baringer, of this city, are credited with the possession of 60,000,000 feet of standing pine timber which is tributary to the Au Gres river. To the average portion of humanity this would be an immense fortune, sufficient to satisfy their most ardent desire. This firm, however, propose to get out all there is in it by judicious handling. They have put in 15,000,000 the past winter, which goes by rail to East Tawas. The entire portion of logs harvested on the tributaries to the Au Gres which will go by rail to East Tawas is estimated at 34,000,000 feet. The quantity cut and to be rafted to the mouth of the Saginaw river will be about 40,000,000 feet.—*Saginaw Herald.*

CHICAGO MARINE HOSPITAL.

Special Correspondence of the Marine Record.

CHICAGO, May 16.

I spent a very pleasant afternoon at the marine hospital at Lake View, on Sunday last, visiting the wards and other departments of that very valuable institution. Dr. W. H. Long is now head surgeon. He was formerly at Detroit, and succeeded Dr. T. W. Miller, when he resigned in March last. Dr. J. A. Benson is assistant surgeon. He succeeded Dr. W. A. Wheeler, who went to take charge of the marine hospital at Buffalo last January. Dr. A. J. Rowles is also assistant surgeon, and in addition to his duties at the hospital he attends the surgery at the custom house, examines and admits patients to the hospital, and treats outdoor patients. The other officers and attendants comprise steward, assistant steward, four nurses during the winter, two in the summer, engineer, assistant engineer, fireman, two cooks, three dining room men, two utility men, and one laundress.

The surgery-medical store room, which is kept well supplied from the medical purveyor's office, Washington, and the officers' and attendants' room are in the center of the building, and there are three wards for the patients on each side. In the basement is the convalescents' dining room, the kitchen, furnished with every requisite for cooking purposes, ice house and larder, store rooms and operating room. The engine house and laundry are a short distance from the hospital. An excellent system of heating the hospital by steam, and lighting it by gasoline has been perfected by the engineers.

The hospital is situated in one of the most pleasant, healthy spots conceivable, but a stone's throw from the shore of Lake Michigan, and the grounds around it are large and well kept, and must add greatly to the pleasure and benefit of the patients who are well enough to be out of doors to enjoy the invigorating air from the lake. A breakwater was built last fall at a cost of some $75,000, at a short distance from the shore, which will prevent any further inroads of the sea, which had previously washed away a considerable portion of the grounds. The wards and furniture therein and the bathrooms and closets are all kept scrupulously clean, and everything in and about this excellent institution is kept in perfect order and the comfort and welfare of the patients are well provided for and all seemed happy and contented.

A service, consisting of prayers and spiritual songs, accompanied by instrumental music by some of Major Whittle's evangelists, was held in one of the wards during the afternoon, and added much to the enjoyment and comfort of the many patients who attended it.

There were in the hospital on the 1st of January 115 patients; on the 1st of February 118; on the 1st of March 104; on the 1st of April 95, and on the 1st of May 65, and the number of deaths have not exceeded 4 per month.

I am greatly pleased to add that the members of the sailors' union presented Dr. Miller, upon his retirement as head surgeon, with a memorial engrossed on vellum and embellished with gilt and fancy penmanship, expressing their appreciation of the kindness and good treatment he had bestowed upon many of their members, and I also am pleased to mention that the sailor patients highly appreciate the kindness of Mr. R. Powers, the superintendent of the sailors' union at this port, who visits them weekly, and brings along some tobacco and other like necessities to add to their comfort.

WILLIAMS.

A meeting was held at the Maritime Exchange, New York, to receive the report of a committee appointed some time ago to consider measures for the relief of American shippers. The committee includes Captain Ambrose Snow, J. H. Winchester, J. E. Chase, James E. Ward, and Timothy Ward. The report, it is expected, will provoke much discussion among shipping men. It suggests that Congress be petitioned to pass a law somewhat similar in its application to American shipping interests to the French bounty system. It is proposed that a subsidy of 30 cents a ton be granted by the Government for each 1,000 miles traveled by steam and sailing vessels built in this country and engaged in the foreign trade. The payment of this subsidy, it is proposed, shall continue for 10 years, after which it shall be reduced at the rate of 10 per cent, a year, and thus gradually wiped out.

It is evident that grain multiplies in the Onoko. The Buffalo Express says: The propeller Onoko, which came down from Chicago with an even 100,000 bushels of corn, put out ten bushels more that that amount, according to the elevator tallies here. Her record was full of these pleasant mistakes last season. She is to go back with an extra fine cargo of coal. It will come direct from the cars, carefully screened, and all efforts will be made to lay down to the consignee, Mr. O. S. Richardson, a sample cargo such as cannot be improved upon from any source.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, May 18, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 9, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106,353	....	Sc.	Annie Wesley,	93.58	88 90	Gloucester, Mass.
126,287	K D B L	Sc.	Conecuh	822.39	771.28	Richmond, Me
135,839	.....	Sl.	Edith and Emma,	27.22	25 86	Ft. Montgomery, N. Y.
95 845	.....	Sl	H. H. Adams,	....	86.20	Alburg, Vt.
95 846	.....	Sl.	Helena,	27.28	25 92	Wiscasset, Me.
95,847	.....	Sc.	Homer D. Alverson,	760 91	722 87	Port Huron, Mich.
14.435	K D B M	Sc.	Kate E. Morse,	735.05	698.30	Bath, Me.
91.758	....	Sc.	Myron Butman	424 22	403 01	Toledo, Ohio.
91,759	K D B N	Sc.	Margaret S Smith,	114.82	109 13	Portland, Me.
161.538	....	Sc.	Venus	34.62	32 89	Eastport, Me.
81,069	.....	Sc.	Winnie A. Small.	25 02	23.77	Anna, Me.
			STEAM VESSELS.			
120.613	.....	St. p.	Florence,	42.91	41.91	Wheeling, W. Va.
140,770	.....	St. s.	Luzerne Ludington,	74.27	37 14	New Haven, Conn.
91,757	.....	St. s.	Michael Davitt,	24 71	12 36	Tonawanda, N. Y.
91,760	.....	St s.	Marion,	27.10	13 57	New York, N. Y.
130,333	.....	St.	New Orleans,	.....	.....	Port Huron, Mich.
150.348	.....	St. s.	Parker,	47 45	23 43	St. Louis, Mo.
150,349	.....	St s.	Palo,	16.08	8 85	Greenport, N. Y.
145,403	K D B P	St. p.	T. C. Walker,	786.90	702 19	San Francisco, Cal.
161,537	... .	St. s.	Vanguard,	80 94	40 47	Pittsburg, Pa.
161,539	.....	St. p.	Vera Vita,	26 64	26.64	Wheeling, West Va.
27,626	....	St. p.	Young P. Watson,	28 51	18.95	Evansville, Ind.
			UNRIGG'D VESSELS			
29,959	....	C. bt.	A C. Hopson,	102 42	97 30	Ticonderoga, N. Y.
67,249	....	C. bt.	Naomi.	128 01	118 24	Albion, N. Y.

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PENFIELD BLOCK Co,

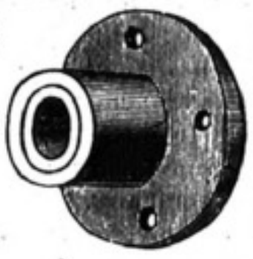
Lockport, New York, Sole Manufacturers of the

Celebrated Anchor Brand Tackle Blocks,

ALL STEEL ROLER BUSHED;

OR WITH SELF-LUBRICATING

PHOSPHOR BRONZE BUSHINGS.



The metal in these Bushings is the Celebrated Phosphor-Bronze, the best bearing metal in the market, and being perfect self-lubricators they are fast superseding all other styles. For sale by SHIP CHANDLERS everywhere.

ASK FOR "ANCHOR BRAND" TACKLE BLOCKS.

The accompanying cuts represent the sleeve part and a Phosphor-Bronze, Self-Lubricating Bushing complete; the former as applied to iron sheaves and the latter as applied to Lignumvitae sheaves.

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Sole Manufacturers of

CYCLONE STEAM FLUE CLEANERS, CRESCENT STEEL TUBE SCRAPERS,

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Solidified Lubricating Oil and Positive Feed Cups, Especially Adapted to Steamship Use.

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THE GLOBE IRON WORKS.

SECOND HAND MARINE BOILER, in good order; Shell, 7-16 inch iron plate; diameter, 9 feet 6 inches. length, 18 feet; 129 tubes 4 inches in diameter, 11 feet 4 inches long, three flues 18 inches diameter; two flues 16 inches diameter, two flues 10 1-2 inches diameter; fire box, 6 feet long, 4 feet high; steam chimney, 7 feet high

SECOND HAND MARINE BOILER four feet wide, 6 1-2 feet long, 5 feet high, sixty-four 2 1-2 inch tubes 60 inches long, cast iron breeching, good as new.

SECOND HAND MARINE ENGINE; double direct-acting 8x8 inch cylinder, shaft and wheel for yacht or tug; good as new

Barge for Sale.

Capacity 260,000 to 280,000 on 9 feet of water. Three years ago $3,600 was laid out on her, and some repairs, amounting to over $1,000 since. She can be bought very reasonable. Address

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Treasury Department, No. 92,
Washington, D. C.

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E. W DONOVAN, Proprietor.

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FOR SALE,

New Iron Tug.

Dimensions 8 feet long, 17 feet beam, 11 feet deep; draft, 9 1-2 feet; engine, 20x20, new steel boiler 7 feet in diameter, 13 feet long, allowed 112 pounds steam. Three iron breast hooks forward, collision bulkhead forward, water tight bulkhead forward of boiler; iron coal bunkers, water tight bulkhead aft at shaft-gland, with water tight iron deck forming the floor of after cabin. Iron decks, bulwarks and deck houses; iron tow posts aft. Heavy angle iron frames, with reverse bars on alternate frames; ¾ plate, steel floor plates; boiler, engine and bearing foundation of iron. For sale cheap when machinery can be completed by

GLOBE SHIPBUILDING CO.

Boat washing and general laundry in a few hours. CLEVELAND STEAM LAUNDRY, 109 Water Street. Telephone 118.

Quarter Interest in the large Tug Samson,

One of the most powerful tugs on the lakes. She was built at St. Catherines by Shickluna, rebuilt in 1881 and measures 181 [new] tonnage. She is straight A2, with insurance valuation of $16,000, and can be insured for $19,000. Will sell quarter for $3,400; part cash, balance on easy terms. Address MARINE RECORD.

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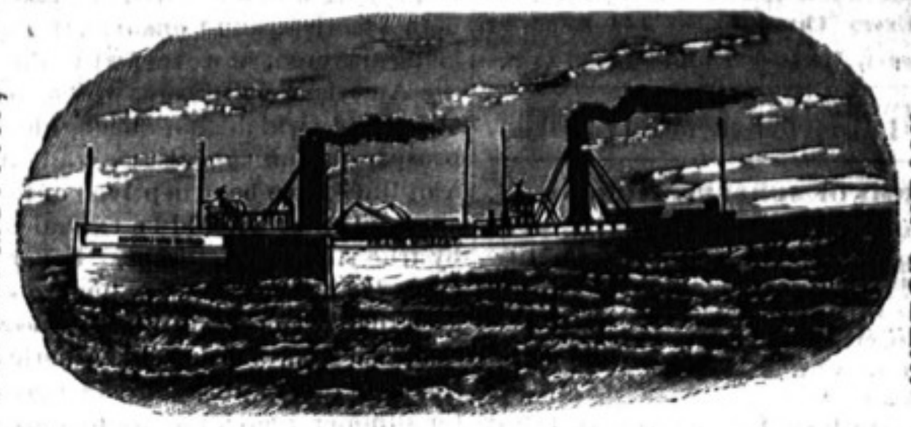

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WRECKING AND RAFT TOWING A SPECIALTY.

Steam Pumps, Hawsers and Divers to Let.

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H. J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.

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VESSEL AGENT AND BROKER,

Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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Room 37, Merchants' building, CHICAGO, ILL.

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Attorney, Proctor & Advocate,

ROOM 6, 190 SUPERIOR ST.,

CLEVELAND, OHIO.

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	.....
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres	.....	5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk	.....	†6 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect March 22, 1885, and until further notice:

GOING EAST.		LV.	AR	GOING WEST.	
	A. M.			P. M.	
.....	7 50	.....	Chicago	7 50	.....
.....	9 50	.....	Valparaiso	5 42	.....
	P. M.				
.....	1 50	.....	Fort Wayne	2 10	.....
.....	2 05	.....	New Haven	1 35	.....
				A. M.	
.....	3 48	.....	Leipsic	11 36	.....
.....	4 46	.....	Arcadia	10 35	.....
A. M.					P. M
6 50	5 00	.....	Fostoria	10 22	8 50
7 35	5 45	.....	Green Springs	9 44	8 05
8 15	6 20	.....	Bellevue	9 20	7 40
10 45	9 02	AR.	Cleveland Lv	6 45	4 51
11 55	.....	.....	Painesville	.....	3 34
P. M.					
12 44	.....	.....	Ashtabula	.....	2 43
1 14	.....	.....	Conneaut	.....	2 13
2 33	.....	.....	Erie	.....	12 50
					A. M.
4 09	.....	.....	Dunkirk	.....	11 16
					A. M.
5 45	.....	AR.	Buffalo Lv.	.....	9 40

ROCKY RIVER ACCOMMODATION.

Depart—7:45 a. m., 1:35 p. m.

EUCLID AVENUE ACCOMMODATION.

Depart—6 24 a. m, 9:10 a. m,. 5:05 p. m.
All trains daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind. Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C. L & W. Acc	3:30 P M
No. 29, Galion & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Ulrichsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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The MARINE RECORD can be found for sale by the following news dealers.:

CLEVELAND, OHIO—G F Bowman, corner of Pearl and Detroit, streets.

CHICAGO, ILL.—Joseph Gray, No. 9 West Randolph street.

BUFFALO, N. Y.—C. Reimer, Michigan stree Swing Bridge.

DETROIT, MICH.—O'Neil & Arseneau, Mills Tug Office.

DULUTH, MINN.—C. F. Johnson, 117 West Superior street.

ESCANABA, MICH.—William Godley.

Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MAY 21.

ST. CLAIR FLATS.

Vessel men are this season meeting the same delay at the flats that they did last spring and they will be pleased to learn that the government has finally consented to make the necessary improvements. Last March Lieut. Col. O. M. Poe, of the United States engineer corps, stationed at Detroit submitted proposals to the Secretary of War, asking authority to restore the channel to its original width and depth, which, after mature deliberation, was duly granted. The work, which will probably be commenced about July 1, is part of the improvement for which estimates were formerly prepared and transmitted to Washington. It is a work, however, which will greatly aid navigation by lessening the risk of detention which heavy draft vessels experience nearly every season on account of shoal water. The canal was projected in 1866 with a view to obtaining a straight channel, 13 feet deep and 300 feet wide, across Lake St. Clair, but in 1873 the project was modified so as to secure a channel 16 feet in depth and 200 feet in width, lying half on each side of the axis of the canal. On both sides of the canal are dykes, each 7,800 feet long, consisting of timber cribs resting upon piles driven into the original bottom of the shoal, and filled with the material dredging from the channel to maintain a channel bank. These cribs are faced by single rows of sheet piling, which have proved to be insufficient for the depth, they having been driven previous to dredging, and they are constantly growing weaker through the natural process of decay, which will soon necessitate their removal, at a cost in the neighborhood of $140,000. It has been the aim of those in charge of the work to repair damages as fast as they appear, and thus preserve the efficiency of the canal without regard to the appearance of the dykes. The repair, heretofore, has consisted mainly in filling cavities with cedar bark, and placing washboards upon the lake side to prevent heavy seas from carrying away the earthen banks. It is becoming apparent to mariners, however, that in order to preserve the efficiency of the canal the sheet-piling will have to be renewed in the course of two or three years at farthest. At both the upper and lower ends of the canal sediment has been gradually accumulating, causing the channel to rapidly narrow, thus requiring extra precautions on the part of vesselmen to keep within the channel and avoid grounding. When a long tow, enters the canal it is almost impossible to prevent the vessels from sheering off and getting out of the channel. When they are of heavy draft and loaded low, it not infrequently occasions much delay and expense to the owners. Bids for this work will open about June 15, and dredging will be proceeded with immediately after. The necessity for this work is immediate and considering Colonel Poe's customary diligence and energy in forwarding such improvements it will be proceeded with at once.

A feathering paddle wheel has been patented by Mr. John P. Hickey, of Washington, D. C. This invention covers special details of construction and combinations of parts for paddle wheels for steamboats, by which the paddles or floats are in position to press against the water as soon as they enter it, and continue in that position as long as they can produce any useful effect.

AMERICAN PATRONAGE.

There are several lines of passenger steamers, plying into our ports, on Lake Ontario, both American and Canadian, the latter lines being favored, however, with the bulk of the American patronage, which keeps them alive, and which has made them strong prosperous and aggressive, while the American lines have been deprived of the encouragement that should be extended to them by true American citizens. Favor has been extended to the Canadian lines to such a degree that we can not think otherwise than that a large proportion of Americans who travel on these Canadian passengers teamers for summer recreation are to a great extent snobs, who think an American institution is not congenial to them and they must therefore affect the fashion of toadying to foreign institutions and apeing foreign manners. This condition of things reminds us very forcibly of a gushing maiden who had, in her mind, acquired a thorough knowledge of the French language, and who plumed herself very much on the accomplishment. Her knowledge made such an impression on her facile mind that she determined to make a visit to France and "astonish the natives." She did so, and in a letter to her dear friend in America, she says: "Even the children here know how to speak French, but after I talk and explain for an hour in those beautiful accents you know so well, no one seems to understand what I have said." Just so, American patrons of Canadian passenger lines, those lines running in opposition to American boats, thinking to exhibit their wealth and show their affected dislike of anything American, place themselves in the same position as did the gushing maiden referred to above. They may truly say, "Even the Canadian children and ordinary people are appreciated more than we are with all our display." But none are so blind as those who will not see, and they will continue to patronize the foreign institutions.

We are thoroughly American but do not draw the nets quite as fine as Governor Hill, who recently vetoed a bill appropriating $3,500 for stocking Lake Ontario and the St. Lawrence river with fish, on the ground that after they learn to swim they might find their way to Canadian waters and be caught by Canadian fishermen. A refusal to improve our rivers and harbors for the reason that Canadian boats might be benefited thereby would contain quite as much wisdom. His excellency probably thinks that measures of this nature, like charity, should begin at home if they can be kept there.

NEW WAR VESSELS.

Secretary of the Navy, W. C. Whitney, extends an invitation to all engineers and mechanics of established reputation, and all reputable manufacturers of vessels, steam engines, boilers, or for ordnance having or controlling regular establishments and being engaged in the business, all officers of the Navy, and especially all naval constructors, steam engineers, and ordnance officers of the Navy, having plans, models, or designs of any vessel, or any part thereof of the classes authorized by the naval appropriation act of March, 3, 1885, to submit such plans models, and designs to the Secretary of the Navy. The vessels authorized to be constructed are two cruisers of not less than three thousand or more than five thousand tons displacement, costing, exclusive of armament, not more than one million, one hundred thousand dollars each; one heavily armed gunboat, of about sixteen hundred tons displacement, costing exclusive of armament, not more than five hundred and twenty thousand dollars; and one light gunboat of about eight hundred tons displacement, costing, exclusive of armament, not more than two hundred and seventy-five thousand dollars. These vessels are to be constructed on the best and most modern design having the highest attainable speed, and in the manner and in conformity to the conditions and limitations provided for the construction of the new cruisers in the acts of August 5, 1882, and of March 3, 1883, except so far as said acts provide for and define the duties of Naval Advisory Board. Said plans, models, and designs should be submitted within the period of sixty days after May 15, 1885, and should be transmitted to the Navy Department, Washington, D. C. Should any such plan, model or design be adopted or used, a liberal compensation will be paid therefor. The Department will, upon application, forward copies of so much of the naval appropriation acts as relates to said vessels, and will answer all letters of inquiry and furnish all desired information on the subject.

The City of Montreal is in the drydock at Owen Sound, the alterations in her being nearly completed.

ADVERTISEMENT.

TO ENGINE AND BOILER MAKERS.

OFFICE OF THE LIGHT-HOUSE ENGINEER, ELEVENTH DISTRICT, No. 311 WOODWARD AVE., DETROIT, MICH., May 9, 1885.

Sealed proposals will be received at this office until 2 o'clock p. m. of Friday, the 22d day of May, 1885, for furnishing the boilers, machinery, etc., for four steam fog-signals for Poverty Island, Mich., and Duluth, Minn., light stations.

Plans, specifications, forms of proposal, and other information may be obtained on application to this office.

The right is reserved to reject any or all bids, and to waive any defects.

CHAS. E. L. B. DAVIS,
Captain of Engineers, U. S. A.,
Lighthouse Engineer, 11th District.

ASHTABULA HARBOR, OHIO.

U. S. ENGINEER OFFICE, CLEVELAND, OHIO, May 15, 1885.

SEALED PROPOSALS in triplicate, addressed to the undersigned, will be received at this office until 12 o'clock, noon, Monday, June 15, 1885, for widening the channel and constructing about four hundred and eighty (480) lineal feet of revetment for bank of channel at Ashtabula Harbor, Ohio. Forms, specifications, and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The amount allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $9,500

L. COOPER OVERMAN,
Major of Engineers.

[Continued from 1st Page.]

BUFFALO.

Special to the Marine Record

Canal freights went down to 4¼ cents on wheat and 4 cents on corn.

George Jerome, solicitor, and H. Roberts, mechanical superintendent of the Detroit, Grand Haven and Milwaukee line, who were here last week, decided to send the propeller Wisconsin to the Detroit Drydock Company for repairs. No amount has been agreed upon, but it is thought the repairs will amount to between $12,000 and $15,000.

A slight mishap to the machinery of the propeller Annie Young caused her to return after having cleared for Chicago.

The schooner Millard Fillmore, lying at Port Huron, is offered for sale by L. Dimick, general agent of the Continental insurance company.

The government steamer Haze, Captain McKenzie, has just set the buoys in Niagara river. Heretofore the buoys and spars in this locality were placed by local contractors, but the Haze is to handle them hereafter.

Receipts by lake for the past week include 1,394,050 bushels wheat, 1,378,610 bushels corn, 25,550 bushels rye, 24,100 barrels flour, 9,308,000 feet lumber. Coal shipments for the week amounted to 54,030 tons, and since the opening 94,720 tons. Canal shipments for the week comprised 921,300 bushels wheat, 566,160 bushels corn, 8,480 bushels rye.

Forty-five vessels, the Chicago grain fleet, arrived here on Monday, with 2,127,000 bushels. This is the largest number of cargoes for years. Although the present canal rate is 3⅞ cents, the grain will go east at the rate contracted for, 5 cents.

Coal charters were made to Chicago and Milwaukee at 50 cents; to Racine at 55, and to Duluth at 40.

The genial and popular Captain Dan Rodgers, after having endured the storms of a seafaring life for forty years, met death in his own house, 228 West avenue, Buffalo, on Tuesday morning by an explosion of gas, which had accumulated from gasoline sprinkled on the floor for the purpose of killing moth in the carpets. Captain Rodgers' wife was also severly burned and otherwise injured, as the house was quickly enveloped in flames. Captain Rodgers was born in Glasgow about fifty-nine years ago. He had followed the life of a seafaring man for forty years, during twenty-five of which he acted in the capacity of a master. During the past seven years he had been a member of the firm of Rodgers & Brown, vessel agents, doing business in this city. He had no children. He has a brother living in Glasgow, and another in Canada. His only relatives in Buffalo are a niece and nephew—Mrs. Alexander McDougall and Joseph B. Rodgers. The house of Captain Rodgers was entirely destroyed, together with its contents involving a loss of over $3,000. The dwelling adjoining on the south was owned and occupied by Captain Alex McDougall. It was completely gutted and the household furniture badly damaged. The loss will be over $2,500. Mrs. McDougall, the neice of Captain Rodgers, like her aunt, was seated in her front chamber reading when the explosion occurred, and being seated by the window, was considerably frightened by a shower of broken glass falling upon her. As she felt the shock and heard the report, she grasped her children and hastened out doors, only to discover the terrible situation of affairs at the home where she had lived for years previous to her marriage.

The tugs Castle, Crusader, Balize Wilcox, Sweepstakes, Mocking Bird, and John Owen are here looking after tows.

Captain Duncan Stalker of the schooner Porter jumped into the canal and rescued a six year old boy from drowning. I.

DETROIT.

Special to the Marine Record.

Passengers by the steamer Atlantic, Grummond's line, from Mackinac to Cleveland, on her recent voyage, speak in high praise of the excellent accommodations and praiseworthy arrangements on board, and of the gentlemanly deportment of the officers and crew. There is probably no more interesting trip than between Mackinac and Cleveland, from the fact that the greater part of the route the traveler has a daylight view of the very interesting scenery along the entire route. On Lake Huron, en route, there are many scenes obtainable which could not be viewed were the trip made during the hours of darkness. The steamer leaves Detroit in the forenoon of Thursdays, and en route to Lake Erie the interesting sights along the Detroit river via Malden, thence through the head of Lake Erie, are views not to be had from other steamers which traverse the route during the night. The Atlantic on her return from Cleveland calls at the ports of Lorain and the historic place Huron, Ohio, where, in earlier times shipbuilding was largely carried on, and many floating palaces launched, which, in those earlier days, created considerable comment. But time has grown apace, and during the various revolutions and ravages of the winds has driven out of existence one or more of its fine thoroughfares with many palatial residences. From this point the steamer wends her way to Detroit, passes Marblehead, with a distant view, meanwhile, of Sandusky, then the celebrated Kelly's Island, Put-in-Bay, Green, Gibraltar, and Bass island, a scene which, in any and all weather, is more attractive than any other of lake travel and should not be omitted by those in search of pleasure on our northern lakes. The Atlantic is a steamer of 656 tons burden, and that there may be no discrimination she is officered as follows: Captain, J. R Jones; purser, E. W. Parsons; 1st mate, John Kenyon; engineer, Edward Haycox; steward, Edwin Hill, the prince of caterers; with others who make up the crew, all of whom are civil and obliging in their various capacities. On her recent voyage she had representatives of first class travel who were anxious that the above record should appear before the public that in the future all may know where such superior accommodations may be found, and as thus given I have endeavored to respond to their requests.

An anticipated revival in our lake shipping is anxiously looked for, and there are not a few who think the good time coming is not far distant, yet with the present state of lake matters it must be conceded that prices are not as hopeful as many seem to predict.

The steamer J. B. Lyon completed her repairs at this port and proceeded westward. The outcome of her delay will probably fall not far short of $2,000, which thus early in the season will prove quite a drawback in her season's earnings.

The propeller W. A. Haskell, which met with disaster last fall en route to Ogdensburgh, was thoroughly repaired at the Detroit Drydock Company's yards, and is again in first class condition. She had a breakage in her hull of about four feet in length, requiring considerable labor to make substantial again.

The first steamer to arrive here from Lake Superior was the S. F. Hodge, Captain W. H. Campan, having left Duluth on the 5th instant. After a brief stop at this port she proceeded on to Buffalo.

Up to Saturday last the Bar Point light ship had not been placed at her anchorage, though lying at Malden, fitting out. This delay causes no little annoyance and vexation to the shipping.

There are considerable quantities of wood, stone and coal arriving at this port and an occasional cargo landed at Windsor, opposite.

The steamers of the Lake Superior Transit Company are now arriving and departing on regular schedule time, with a good patronage all things considered.

The steamer Evening Star has commenced, and is making regular trips between this port and Toledo. She has been much improved in outfit and appears as fine as in earlier days.

The tug Admiral D. Porter is credited for having the first through tow of the season from Lake Huron to Lake Erie, and returning with five vessels to Lake Huron. Apropos of this item, the tug Champion passed down with a tow, amounting to $724, and the Balize one, aggregating $716. Others are doing proportionately well which augurs well for spring towing.

The propeller Nyack, of the Lake Superior Transit line, arrived up the other day, en route on her first trip to Lake Superior. She is this season in command of Captain Robert Rhynas, last season of the Arctic.

Captain R. is an old commander in the employ, and well qualified, and deserving of the promotion he has received.

The tug Winslow, it is stated, will be stationed, until further notice, at Grummond's wharf, Mackinac island, with a complete wrecking outfit, and a submarine diver, to be in constant readiness for all calls from vessels in trouble.

The propeller Wisconsin, damaged on Lake Michigan by ice during the winter, will be placed in thorough repair at the Detroit Drydock Company's yard, by whom she was originally constructed.

The tug Frank Moffatt which was sent to the release of the propeller United Empire stranded at Kincardine, Lake Huron, successfully accomplished her mission and has since returned to Port Huron.

The tug Hercules, of Mills' Harbor Tug line, towed to Kelly's Island the schooner Monticello, which loaded with stone for Lake Superior.

The old schooner Corsican, so often changing hands, was again disposed of the other day by Parker & Millen for $1,000.

The movement of shipping past Detroit for a few days has been quite brisk.

The Detroit Tug & Transit Company have closed a contract with the owner of the steamer Erin to tow her to a port of safety. The Erin sank in Lac la Belle harbor last fall. The tug Kate Williams will tow her into Heron Bay, Lake Superior, thence to Owen Sound, Ontario.

The Saginaw Valley's name is to be changed to the City of Chicago, and she is to go into the excursion business at Chicago about the 1st of June.

Thomas Nestor, of this city, owner of the tug M. D. Carrington, burned at Baraga, has chartered the tug H. A. Ballentine to take the Carrington's place.

The steambarge A. A. Turner and tow ran aground in the southeast bend of the river St. Clair on Monday night in a fog, but released herself wethout much trouble.

The steambarge Albion ran aground on Monday night in the southeast bend, and is lightering.

The new barge Folsome arrived from Bay City on Tuesday in tow of the tug Music. Her boiler will be put in and she will return to Bay City to be completed.

The Detroit Tug & Transit Company has closed a contract with the insurance companies to release the schooner Lady Dufferin, which went ashore on Caribou Island, Lake Superior, last November. The tug International will leave Detroit in a day or so for Caribou Island, and as soon as the schooner is released the International, of the same port, will tow her to Detroit, where she will be repaired. HALL.

CLAYTON.

Special to the Marine Record.

The schooner Jamaica, E. P. Beals, A. L Andrews and Watertown took a load of granite from Grind Stone Island to Chicago.

The steambarge Glasgow could not get through the ice at Cape Vincent and had to return and go via Kingston. The Cape is blockaded with ice for 25 miles up the lake. A good deal of ice passed down last week. The ice formed a blockade here on Thursday the 15th. A large cake over a mile long reached from Washington Isle to Calumet Isle and when the schooner Camanche passed down she got stuck and remained in the ice all night. Some of the large cakes grounded in 24 feet of water. Probably it will be June before the large amount of ice in the lake gets out. Vessels should go via Kingston for safe passage through, unless we get a northeaster to raise the blockade at Cape Vincent.

The steamer Ontario partly filled with water this spring. Not being properly layed up last fall her pipes bursted. She was pumped out and towed around to the dock.

The weather has been fine for the past week; not much wind. There is considerable traffic on the river just now.

BENJAMIN.

ALGONAC.

The new steambarge being built at Algonac is nearly completed, and will be launched about May 25. Her length of keel is 210 feet; over all, 221 feet; depth of hold, 14 feet 4 inches; breadth of beam, 35 feet 2 inches. She will carry three spars and be fitted out by Bloom & Co., of Detroit, and will cost when completed about $80,000. The vessel is owned by Captain Harrow, of this village, and Lozen & Baker, of New Baltimore. She will be placed in the iron ore trade between Escanaba and Cleveland. Captain James Harrow, who sailed the barge Bloom for several seasons past, will command her.

ST. IGNACE

The steamer Roanoke, in tow of the tug Williams, ran on Graham Shoals during a dense fog and smoke Saturday morning she was lightered and pulled off Monday morning by the ferry steamer Algomah and barge. The corn lightered, about 3,000 bushels, was damaged some by rain.

EAST SAGINAW.

Special to the Marine Record.

The steam yacht Charles P. Fish was put on the ferry route between this city and Saginaw City on Saturday last, and will make half hour trips between the cities during the season. Fare, 5c. It is probable that the Street Car Company will fit out the fast yacht Mary Bell, which is owned and kept by the company, to run off just such boats as the Fish, and before my next we will make the trip for 1c. fare, as has always been the case heretofore.

The barge Old Concord that ran into the barge Edwards last week, tearing off a portion of her wale strake, has been repa red.

Dredge No. 7, belonging to Carkin, Stickney & Cram, working on the Carrolton bar contract, struck a pile with her shovel last week, and broke her derrick, dropping the whole business into the creek. She was taken to the shipyard for repairs after the remains were fished out.

The schooner yacht Ariel was sold at Bay City on Friday last by marshal sale to a Mr. Davis for $385. This fine yacht originally cost $2,500.

The break in freights has caused a break in tug towing rates, and some tug men don't seem to know whether to throw off 10 per cent. or 20, and as a result you can generally get 20 per cent. off card rates

The tug Maytham has been engaged lately in towing square timber rafts to Bay City for McArthur Brothers. The timber will be shipped to Montreal, and thence to England.

On Friday last freights took a tumble and now we suppose barge men are happy for a time at least, as a few more loads are offering, while the mill men and buyers are laughing in their sleeves. The minute a barge man gets ashore at Bay City or this port he generally lets everybody know that he wants a load right away, and as a result when a large fleet gets in, as did last week, the shipper takes advantage of the "wants column," and he makes his own freight which is as follows: Bay City to Buffalo, $1,75; Bay City to Ohio, 1,37½; East Saginaw to Buffalo, $1,87½; East Saginaw to Ohio, $1,50.

It is said that when Engineer Charles Albee opens wide the throttle in the new iron tug Record she can pull four loaded barges through the "Rapids" at four miles an hour.

Captain William Bates, of the iron tug Record, states that he left some of the steam barges and tows in the rear, while coming up from Cleveland this trip, which shows that the Record is not to be judged by the size of her smoke stack.

A Mississippi steamboat man says there is a general superstition against all boats whose name begins with the letter M., and he further says: "I have never known a boat on the western waters whose name commenced with the letter M. that has not blown up, burned up, sunk, or been a financial disaster to her owners." Notwithstanding the above, there are now in commission on the inland lakes 3 sidewheel steamers, 99 propellers, 96 schooners and 33 barges that the names begin with M., and only 4 that we are aware of ever had any unusually bad luck.

Captain Geo. A. Shaw, who sailed the barge Alice Richards last season, is now in command of the barge Tom Baker that trades between this port and Buffalo.

The steamer J. C. Licken was at this port with a load of cedar posts on Monday. The captain states that his boat, to run between Bay Port and Helsterman Island this season, is to be housed in the whole length of her, and a finely fitted up cabin will accommodate his patrons.

The tug Dowling passed out of the river Sunday on her way to Duluth. The Dowling will tow logs for Chicago parties.

Wm. Fisher, an engineer, was arrested at the instance of Boiler Inspector Fitzhugh on the charge of running an engine without a license. Fisher was fined $3 00, and after passing inspection was granted a license.

A fine craft arrived in the river Tuesday with the propeller Germania, and is loading lumber at C. Merrill & Company's mill. The boat in question is the Myron Butman, named in honor of one of Saginaw's pioneer lumbermen. She is 165 feet keel, 31 feet beam, and 10½ feet depth of hold, and is strapped and inside arched, and rates A1*; will carry 600,000 feet of lumber, and cost $20,000. The Butman was built at Gibraltar during the winter by McLaren & Sprague, prominent lumbermen of Toledo, O., under the foremanship of the veteran ship builder LeClair, at Lynn's yard. The RECORD wishes the new boat a prosperous career.

SHAW.

GRAND HAVEN.

The iron propeller Wisconsin left Grand Haven on Saturday morning for Wyandotte, where her repairs, amounting to about $15,000, will be made. She is to be finished in hirty days.

CHICAGO.

Social to the Marine Record.

Captain Patrick Bowe will sail the schooner J. F. Tracy which he purchased last week.

The schooner Ann Maria, of Milwaukee, Captain James Bruce, which arrived at this port on the 16th, was ashore on Fisherman's shoal on the night of the 12th. About 25,000 feet of lumber, part of her deck load was jettisoned and she floated off without sustaining any damage.

The steamship H. J. Jewett arrived from Buffalo, coal laden, on Sunday last, having made her first round trip of the season in about eight days.

Captain F. Dowsett is in command of the steambarge R. A. Seymour, Jr., for the season. John Eble is mate and Thomas Collins engineer.

The steamship Onoko arrived from Buffalo with 2,650 tons of hard coal, on Monday; her first round trip this season.

The Dunham Towing and Wrecking Company's tug T. T. Morford left Chicago Monday night for North Bay to endeavor to release the schooner Moselle, ashore at North Point. Miller Brothers are the owners of the Moselle, and she is valued at $5,000. She is not insured.

The fine side wheel steamer John A. Dix is again in command of Captain David M. Cochrane; Lewis Maun is first mate; Chas. Grover second mate; Chas. Ross first engineer; Hugh Riley second engineer; John H. Sanderson clerk; Wm. Cochran steward. The Dix has had a thorough overhauling, painting, and remodeling, inside and out, special attention having been paid to the requirements and conveniences of passengers in her excellent saloon, cabin and state rooms, and her boiler and the smoke stack as far as the apron and the steam pipes have been covered by the Ainsworth Boiler and Pipe Covering Company for the purpose of saving heat and as a protection from fire to the woodwork around. The Dix commenced running on her route between Chicago and St. Joseph, and Benton Harbor on Saturday last in the passenger and freight business. She will leave O'Conner's dock, foot of north side of Rush street bridge, daily at 10 a. m., arriving at St. Joseph at 3 p. m., departing from thence at 10 p. m., and arriving at Chicago at 8 a. m. next morning.

The steambarge Anne Laura, Captain W. Ladner, which left this port Friday evening last for Muskegon, collided with the steamer City of Milwaukee off Grand Haven, about 3 a. m., Saturday morning. The Anne Laura's stem and bow were smashed in, the hole extending almost to the light water mark. The captain was badly injured by the collision. He had several teeth knocked out and it is feared his jaw is fractured. He was just coming out from his cabin when the collision occurred, and was thrown against the rail. The mate, Stephen Morgan, who was on watch, states that he first saw a red and bright light about four miles off. Some time afterward the red light closed in for a few seconds and then opened up again, and the Annie Laura's wheel was put a-port and kept in that position until the collision occurred. William Hendrey, the engineer, says the engine was at half throttle and that the steambarge was running about eight knots per hour, after 12 midnight. The Annie Laura came back to Chicago and is in Miller's Brothers' drydock for a new bow and stem. It is very fortunate that the weather was calm, otherwise the steambarge must have gone down. The steamer City of Milwaukee received considerable injury to her starboard bow. She continued on her course to Milwaukee, and on her arrival had repairs done.

Captain Henry Bendy, will get some repairs and improvements made to the schooner Glad Tidings at the Chicago drydock, and will leave th s po t about June 1st for the South Manitou Island where the captain hopes to get a small church built the coming summer, Captain Bundy has good reason to feel encouraged in the good work in which he is engaged and feels that God is blessing his endeavors to bring sinners to repentance.

About 11 a. m. on the 14th the steambarge R. C. B collided with the pleasure steamer Josie Davison near the mouth of the harbor. The Davison had just left the north pier where she had taken on some passengers for an excursion to the crib. Captain Davis saw the Brittan coming in from the lake not far from the lighthouse, and two other steambarges one on each side a short distance astern. Captain Davis blowed one whistle when about 300 yards from the Brittain and intended to pass her on the port side in accordance to rules of navigation, he states that the Brittan did not answer her signal but came right ahead and ran into the Davison's port bow and cut her down almost to the waters edge. One of the passengers had his arm badly hurt. The Davison went to Miller Brothers drydock and had repairs made.

Captain Thos. Gonlo is in command of the schooner Cuba this season. He sailed the schooner Flying Cloud for five seasons past.

Grain freights have got worse, 1¼ cents on corn, and 1½ cents on wheat to Buffalo, and 6 cents through from Chicago to New York are the highest figures obtainable, and charters scarce at those rates. This is very discouraging to the owners of the very large fleet of fine vessels now in port waiting for charters.

The Union line propeller Avon left here Monday night to load wheat at Milwaukee for Buffalo. Several other line boats will go on to Milwaukee to load this week.

Lumber freights are $1.12½ from Musegon to this port.

The tug Lorena, of the Union tug line, will be put in commission at once, with Captain E. P. Learned in command.

Crawford & Walsh's line of tugs were put in commission on the 15th, as follows: Tug W. H. Wolf, Captain Jas. McGinn; tug J. H. Hackley, Captain John Gory; tug Crawford, Captain Wm. Crawford; tug A. B. Ward, Captain John A. Crawford.

A new buoy has been placed on the submerged section of the parallel pier northeast of the outer light at Chicago. The buoy is large, painted red, and easily seen. Vessels are particularly cautioned to keep to the eastward both on entering and leaving the harbor. That portion of the uncompleted pier which is under water is about 150 feet in length, running northwest from the buoy, and is a very dangerous obstruction to free navigation.

Many of the grain laden vessels which left here have arrived at Buffalo during the week and have overrun their bills of lading and the cargoes discharged in good condition.

The steamer Leland which stranded near Charlevoix was released after one-half of her cargo has been lightened. She sustained no damages. WILLIAMS.

MARQUETTE.

The tug A. J. Smith cleared for Detroit at the 19th with the wrecked steambarge Morley in tow.

The tug Gladiator has gone to release the Mary Battle and the Kate Williams to releas steambarge Erin, both of which will be brought to this port.

The damage to the iron tug Carrington by fire is estimated at about $6,000.

The schooner Harvey Bissell, which went ashore at the mouth of the Carp River, about two miles south of Marquette, on November 16, has been pulled off by the tug Gladiator. The work of launching the schooner from the beach was successfully accomplished after several days' delay on account of unfavorable weather.

SAULT ST. MARIE.

The buoys were placed in the St. Mary's river by the M. S. Trempe. The Sault canal was lighted up by electric light Monday night for the first time.

The barges Nahant and Hiawatha collided Tuesday morning in the Sault river, which resulted in damaging the Nahant opening two seams just above her waterline.

Hickler & Green of Sault Ste. Marie have been awarded the government contract for excavating Hay lake channel, Middle Neebish, at 89 cents per cubic yard.

TOLEDO.

Special to the Marine Record.

The barge Commerce was libeled this morning in the sum of $1,000 for violation of contract by J. C. & J. H. Davis.

Schooners are carrying coal from Erie to Toledo at 25 cents.

The schooner Lafrinier has been chartered with corn to Erie, through rates.

A review of the Toledo yacht club will take place in front of the city next Friday afternoon.

According to a recent survey, West Sister Island contains 84.8 acres, instead of 10.9, as supposed under former surveys.

DULUTH.

The Lake Superior News says that harbor is in first class condition this spring. Water is high and there are no noticable lumps on the bottom. The Hecla, drawing 15 feet 2 had no trouble here.

The new fog whistle will be here about twentieth of the present month. The whistle is eighteen inches in diameter and will give a blast every minute.

EAST TAWAS.

The demand of the longshoremen at Tawas City for 40c. an hour was complied with after a few hours' delay.

The Joseph has settled in the sand and tugs here are unable to get her off. The propeller Missouri is expected, to work at her.

The barge Joseph, recently on the beach, has been pumped out and arrived here on Saturday.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XVII.

The steamer Henry Clay, of 301 tons burden, commenced plying between Buffalo and Detroit, in connection with the Superior, in 1826, commanded by Captain Walter Norton, their order of sailing being every fourth day from either port, leaving Buffalo at 9 o'clock a. m. and Detroit at 4 p. m., calling at Dunkirk, Portland, Erie, Grand River, Cleveland, and Sandusky. If bad weather intervened the two first ports were ommitted. The Superior was this year commanded by John Sherman, Jr., and also the season previous. The Clay was the first arrival at Detroit from Buffalo on the opening of navigation in 1826, which was May 8, and is thus announced by the press at the time:

"The first arrival from Buffalo the present season is the new and elegant steamboat Henry Clay, Captain Walter Norton. She arrived here yesterday with about two hundred passengers, mostly emigrants. This vessel is worthy of the name of the great western orator and statesman, and we have no doubt the enterprise and liberality of her owners will be amply remunerated. The Henry Clay is 301 tons burden, and has an engine of 60 horse power. Her model is highly approved, and her cabins are elegantly and expensively fitted up. The well-known politeness of Captain Norton, his experience and skill as a seaman, together with the circumstance that a considerable portion of her stock is owned in Detroit, will insure to the Henry Clay a profitable business."

The steamer Henry Clay made a trip to Green Bay in June, 1827, and was the third steamer to visit Lake Michigan waters. On her return voyage she had as passengers Generals Scott and Brady, with other U. S. officials. In that year the line of boats plying between Detroit and Buffalo, beside those already noted, was the Niagara, of 180 tons burden, built at Black Rock and sailed by Captain W. Pease, and in the arrangements thus completed, there was one to leave either port on alternate days. On May 15th of this year John L. Murdock, engineer of the steam brig Superior was drowned in Buffalo creek. He had engaged to put up some machinery at Black Rock, and after the Superior got under way he jumped into a boat to return, which, unfortunately, capsized, and he sank. He was an excellent mechanic and an industrious man. On the same date the new and elegant schooner Young Lion, built by Captain R. Armington, and owned by Messrs. Norton & Bliss and Captain Chas. C. Burnett, was launched at Black Rock. The schooners Morning Star, Captain Swainey, and the Sir Henry, Captain Wells, arrive at Detroit, laden with produce from Portland, (Sandusky), O., and returned to that port for like cargoes.

The forwarding and steamboat agents at Detroit were J. R. Dorr & Co., (the junior member of the firm being Wm. Brewster, who also carried on a commission business.)

Quotations: $6 for a barrel of fine flour, caused by a recent rise; prime pork, $12 per bbl.; beef, $6 per cwt.

The schooners Minerva and General Huntington were caught in a severe gale near Cleveland, in July of this year. The former let go her anchors off the port while the latter was driven down the lake and went ashore ten miles above Erie. She was freighted with ashes. In the same storm the steamboat Pioneer went ashore at Grand River, but was got off. The schooner William, in the same gale, went ashore at Cleveland, and became a total loss.

Proposals were received at the custom house, Detroit, W. Woodbridge, collector, for the construction of a lighthouse at Fort Gratiot, in May, 1823, which was completed about the close of that year.

The arrival of the new steamboat William Penn, of 200 tons burden, and sailed by Captain John F. Wight, took place at Detroit, August 22, 1826. She was described as a powerfully built boat and well calculated for lake navigation. On her arrival salutes were exchanged with the steam brig Superior. Simultaneously the arrival of the good schooner Marion, Captain Blake, from Bay City, occurred. The Penn was built at Erie, and had low pressure engine, with walking beam of cast iron.

At this era the principal forwarding business at Buffalo was carried on by Townsend & Colt, Joy & Webster, Pratt Allen & Co., A.B.Meech & Co', Johnson & Wilkeson, and John Scott; also at Black Rock by S. Thompson & Co., Nathaniel Sill & Co., and J. L. Barton.

The Steam Transportation Co., on Lake Ontario and River St. Lawrence offered at this time to transport all property delivered to their agents at the different ports on the lake and forward the same to any other port, and if required, to New York, Montreal, or any ports on the western lakes on the most liberal terms. For freight or passage apply to S. Dennison, Rochester, or either of the following agents at the different ports, viz: C. Hotchkiss, Lewiston; O. Hathaway, Youngstown; Alvin Brunson and Matthew McNair, Oswego; P. Butterfield, Sackett's Harbor; Ainsworth & Lee, Cape Vincent; A. Chapman & Co., Morristown; John C. Brush, Ogdensburgh.

The steamer Ontario which, during the first few years of her existence, had been sailed by Captains Malloy and Robert Huginson was advertised in 1827 by the Ontario Steamboat Company, to ply between Ogdensburgh and Lewiston, calling at various landings. She was commanded by Captain P. Ingalls, with the same agencies as above cited, and on June 20, the steamer Martha Ogden, owned by the same company, commenced plying between Cape Vincent and Morristown. Brooks & Hartshorn commenced the forwarding business at Detroit and advertised to purchase any quantity of steamboat wood.

The aggregate tonnage on Lake Erie during 1818, the year first commenced, which included all American sail vessels and one steamboat, amounted to 1000 tons.

In the month of May, 1827, the schooner Tiger took a cargo of 410 packs of furs from Detroit to Buffalo which were valued at $62,000. The master in charge was Captain Birdsall.

Theo. W. Maurice, Captain of U. S. Engineers, stationed at Erie, Pa., called for proposals April 30, 1827, for the construction of a pier by contract, at the entrance of La Plaisance Bay, in the territory of Michigan, to extend a distance of 360 yards, to be 10 feet wide, from outside to outside and of timber not less than 12 inches in diameter, hewn on two sides, and to be filled with stone.

Daniel B. Cole commenced the forwarding business at Detoit, April 13, 1821, at Austin E. Wing's wharf, and offered for sale 80 bbls. of salt. J. S. Roby, at Detroit since 1817, was still in the forwarding business in 1827. It was at his wharf that the first steamer, the Walk-in-the-Water, made her first landing August 27, 1818.

Oliver Newberry who came to Detroit in 1820, and engaged for a time in selling furniture, became a forwarder and vessel owner in 1827. He prospered in the business and for several years subsequently was the pioneer steamboat man on the lakes. He died a bachelor in 1859.

Notice was given by Thomas Foster, collector of the port of Presque Isle (Erie) that the revenue cutter Alexander J. Dallas with her tackle and apparel would be sold at public auction, in the borough of Erie, on Monday, July 2, 1827. Terms made known on the day of sale.

It must not be inferred that at about the commencement of our preceding chapters there were no other waters navigated in the west, and we would be avoiding the task we have in hand if we did not refer to them. Steamers were first introduced on the Mississippi from 1811 to 1817. At that period keel boats were employed entirely. These made but one trip a year between Pittsburgh, and New Orleans, 1158 miles, and it was almost like going to China or the East Indies, so distant and hazardous seemed this long voyage. Only three trips a year were made between Louisville and Pittsburgh, a distance of only 403 miles, and which later, in 1843, was run by steamers as often as thirty times a year. The steamboat Ætna, in May, 1818, arrived at Shippingport, a few miles below Louisville, from New Orleans, in thirty-two days. The steamboat Governor Shelby, later on, performed the same trip in twenty days, running time. On the 1st of May, 1818, a hermaphrodite, brig-rigged barge arrived at Shippingport in seventy-one days, from New Orleans. A keel boat arrived there on the same day, in one hundred and one days, from New Orleans In 1843 the time occupied in making a trip from New Orleans to Louisville was from five to six days. The change was so rapid and so different from anything in the history of other nations as to cause it to be designated as American progress.

In 1817 the entire tonnage of all the waters of the Mississippi was only 6,500 tons; yet in 1834, after a lapse of only seventeen years, there were 250 steamers afloat, with a tonnage of 39,000 tons. In 1842 no less than 450 steamers were afloat, averaging 200 tons of freight each, making an aggregate of 90,000 tons of shipping, built at a cost of $7,000,000. This was an increase in eight years of 130 per cent. During the year 1842 there were 5,000 flat boats afloat. They were temporary structures of 75 tons each, floated to New Orleans, heavily ladened with flour, corn, cotton and sugar. They cost only $105 each, indicating how lightly they were put together.

IMPROVEMENT OF THE DETROIT RIVER.

Complaints are frequently heard among vessel men regarding the Detroit River improvement in progress at the limekiln which are founded entirely upon a misapprehension of the exact condition in which the action of Congress has left this important work. The burden of these complaints is voiced in the following extract from a recent Washington letter:

"The improvement of Detroit River can be classed among the few where the actual cost of the work will be very much less than the estimated expenditure at the beginning of operations. The total estimate reached the sum of $1,206,500. Of this amount there has been appropriated $535,000 and yet only the small balance of $127,700 was asked of Congress for the coming fiscal year to complete the project to secure a straight channel the least width of which shall be 30 feet with a uniform depth of twenty feet. This would make the actual cost less than that originally estimated $543,800. But the failure of Congress to provide the money to keep the work constantly under way may, in the opinion of the engineers, somewhat increase the cost of completion.

"One of the unfortunate results of the failure of Congress to make provision for the work on the Detroit River, the engineers say, is that the improvement will be of no benefit to navigation until completed, and that it will take two seasons to finish the job. Of course the want of action by Congress causes the delay of another season."

The engineers in charge of the work estimated that the work for the current fiscal year would involve an expenditure of $127,000, and accordingly asked for an appropriation of this amount. Congress did not, however, appropriate the full amount asked for, but cut it down to $100,000. The engineers' estimate for the year's work was based on the contract rates of the preceding year for the same class of work; but after the appropriation was made and the contract awarded, it was found that the work could be done much more cheaply than the engineers had calculated when preparing the estimate. The contract for this year's work was awarded to Carkin, Stickney & Cram, who are doing the excavating work at the rate of $5.40 per cubic yard, while the same work last year cost the government $7 per cubic yard, a difference of $1.60, which more than compensated for the loss of $27,000 asked for by the engineers. So far from there being any unfortunate results attending the refusal of Congress to appropriate the full amount of the estimate, there will be a surplus of $25,000 remaining over after the contractors have been paid. The work is progressing rapidly, and if no unusual mishaps occur to delay it the improvement will be completed by June 30, 1886, on which date the contract for the work expires.

—*Detroit Post.*

THE IRON CLAD MERSEY.

To a man in the crowd who looks at the launch, the Mersey, as Mark Twain says of his frog, has no points different from any other iron clad, writes a London correspondent. But to the person who knows her construction she is the most extraordinary craft ever set afloat. It is claimed the enemy could shoot away the two upper decks, all the upper works and then blow away the remainder of the hull till not a vestige of the ship we saw launched remained, yet after such heroic treatment the Mersey would not only remain afloat but it could actually steam away from the enemy, and if the weather were good reach port with her crew. Imagine the consternation of a Russian crew who had successfully battered in all the upper works of a cruiser and then let off a torpedo under her and found that the outside hull or shell sank and left afloat a new kind of steel boat the like of which they had never seen, and fancy their feelings as they saw the rest of her quitely steam away, defiantly firing a stern-chaser at the Russians, like a man who slipped off his top coat before starting on a run. I fancy the Russians would think the devil had come to the aid of the British sure enough.

Designed as an armed cruiser for service in which her usefulness and her own safety upon occasion will depend upon her speed and ability to maneuver rapidly, the Mersey is fitted rather for attack than defense. Although she might not be able to do much mischief to a fort or a first-class iron-clad, her armament, including two 8 in. and ten 6 in. breechloading guns, torpedoes, and ram, would make her a formidable opponent for any unarmored ship. The guns will be disposed so as to give the power of firing with the greatest possible effect while maneuvering. The two large guns are to be pivoted, one on the forecastle and one on the poop. On either side, fore and aft of amidships, are two projections or sponsons, and in each of these one of the 6 in. guns is to be placed, the others, three on a side, between the sponsons, increasing the effectiveness of her broadside fire. Long ports in the forward sponsons permit the guns to be trained 40° across the bow and to an angle of 60° abaft, giving a lateral range of 154°, while they may also be fired with a depression of 7° or at an elevation of 20°. The after sponsons admit of an equal range of fire. These guns carry their own shields for the protection of the gunners. She is also to carry one 9 pounder and one 7 pounder boat and field gun, a 1 in. Nordenfelt, and two 0.45 in. Gardner guns. Whitehead torpedoes will be carried, and provision is made for discharging them either above or below water on each broadside. Except for the steel faced armor, 9 in. thick, protecting the conning tower, and the steel protective deck plating, 2 in. thick where it is horizontal, and 3 in. thick where it slopes downward across the coal compartments at the sides, the Mersey is unarmored. The authorized complement of coal is 500 tons. Her engines, of the horizontal compound pattern, are to be of 6,000 indicated horse power. She is provided with twin screw propellers, and it is anticipated that her speed will be 18 to 19 knots an hour. The principal dimensions of the ship are: Length between perpendiculars, 300 feet; extreme breadth, 46 feet; mean draught of water, 17 feet, 9 inches; load draught amidships, 19 feet; load displacement, 3,600 tons. Her crew will number 300 officers and men.

ANCIENT SHIP-BUILDING.

Captain Lundborg, the Swedish shipbuilding theorist, does not think there has been much improvement in the shape of vessels' hulls, as far as speed is concerned, of recent years. He tells of an ancient schooner in the Swedish navy, built in 1775, which he has got eleven knots out of when sailing within four points of the wind. He says the old Norse galleys were excellently shaped for speed. The Alliance, built at Salem, Mass., during the revolutionary war, once made fifteen knots with a beam wind. He thinks there was a retrogression in the yacht-building after the America's victory. Very lately he admits progress, mentioning as decided yachting success, the Comet, Montauk and Fanita, built by Ellsworth, and the Fortuna, Mischief and Madcap, built by A. C. Smith.

Sailors' wages out of Toronto and the Welland canal have been fixed at $1.25.

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